AGRICULTURE AND FOREST SECRETARIAT

NOTIFICATION
No. AFD 49 FAF 74

I. O. 980.—

In exercise of the powers conferred by Section 4 of the Karnataka Forest Act, 1963 (Karnataka Act 5 of 1964) the Govrnment of Karnataka hereby—

(1) declares that it has been decided to constitute the land in the Thannirapantha and Machina villages of Belthangady Taluk of South Kanara District, the situation and limits of which are specified in the schedule below, as reserved forest.

(2) Appoints the Forest Settlement Officer, South Kanara, Mangalore to be the Forest Settlement Officer for purposes of clause (c) of sub-section (1) of the said section ; and

(3) appoints the Divisional Forest Officer, Mangalore Division, and Coondapoor Division to represent the State Government in the inquiry by the said Forest Settlement Officer.

SCHEDULE

Name of the District : South Kanara
Name of the Taluk : Belthangady
Name of the Village : Thannirpantha and Machina
Name of the Block : Than irpantha Block
Field Survey Number : 113/1 and 168
Area : 42.69 Hectares (105.00 acres)

Boundary Description—

North.—Starting from station No. 0, a point situated at the newly constructed cairn No. 1, the demarcation line of the Thannirpantha Block runs almost Eastern dircotion to reach the station No. 2, a distance of 530 links by passing through the intermediate station No. 1. Then runs in South-East direction to station No. 3 to a distance of 240 links.

The bearings and distances from station to station area as follows :—

Station From	*Numbers To*	*F. Bearings in degrees*	*Distances in links*
1	2	3	4
0	1	86	190
1	2	98	340
2	3	111	240

East.—From station No. 3 the demarcation line runs in South-West direction to reach the station No. 4 a distance of 690 links Then it runs in almost Eastern direction to reach the station No. 6, a distance of 965 links by passing through the middle station No. 5, Thence the line runs nearly Southern direction to reach the station No. 7, to a distance of 480 links. From there it runs in North-East direction to station No. 8 to a distance of 350 links. Thence the line runs in South -East direction to reach the station No. 11 distance of 695 links by passing through the intermediate station No. 9 and 10. From there the line runs in South-West direction to reach the station No. 16, a distance of 1250 links by passing through the middle station No. 12 to 15. Then the line runs nearly Southern direction to reach the station No. 18 a distance of 540 links passing through the middle station No. 17. Thence is turns in South-East direction to reach the station No. 20, a distance of 370 links by passing through the middle station No. 19. Then the line runs in almost Eastern direction to station No. 22 to a distance of 620 links passing through the middle station No. 21. Then runs in South-East direction to station No.23 to a distance of 260 links. From there it runs in North-East direction to station No. 25 to a distance of 730 links by passing through the intermediate station No. 24. Again it runs South-East direction to reach the station No. 29, a distance of 1005 links by passing through the intermediate station No. 26 to 28. Again it runs nearly Eastern direction to reach the station No. 31, a distance of 720 links by passing through middle station No. 30. Thence it runs South -East direction to reach the station No. 32, a distance of 265 links. Thence the line runs in South-West direction to reach the station No. 33 a distance of 390 links. Thence the line runs in South-West direction to station No. 34 to a distance of 550 links. Then runs in North-West directionto statoin No. 35 to a distance of 600 links. Then runs

almost in Western directin to reach the station No. 37, a distance of 920 links by passing through the intermediate station No. 36. Thence it runs in South-West direction to reach the station No. 38, a distance of 220 links. From there it runs nearly Southern direction to reach station No. 39 to a distance of 460 links. Then runs in South-East direction to station No. 42, a distance of 740 links by passing through station No. 40 and 41. Again runs in Southern direction to station No. 43 to a distance of 400 links. Again runs in South-East direction to station No.44 to a distanc of 330 links. Once again it runs in almost Southern direction to station No. 46 passing through the middle station No. 45 to a distance of 930 links. From there the line runs in South-East direction reach the station No. 53 to a distance of 2510 links by passing through the intermediate station No. 47 to 52. Thence it runs in South-East direction to reach the station No.54 a distance of 320 links.Again it runs in South-East direction to reach the station No. 55, a distance of 445 links.

The bearings and distances from station to staion are as follows :—

Station Numbers from	*To*	*F.Bearings in degrees*	*Distances in links*
1	2	3	4
3	4	206	690
4	5	84	480
5	6	94	485
6	7	169	480
7	8	77½	350
8	9	107	190
9	10	138½	215
10	11	146	290
11	12	247	180
12	13	253	300
13	14	245	250
14	15	239½	260
15	16	224½	260
16	17	189½	150
17	18	172	390
18	19	150	190
19	20	132	180

1	2	3	4
20	21	85	380
21	22	91½	240
22	23	101	260
23	24	73½	400
24	25	74	330
25	26	130	200
26	27	140	250
27	28	117½	175
28	29	113	380
29	30	100	190
30	31	86	530
31	32	153	265
32	33	242	390
33	34	267	550
34	35	282	600
35	36	274	440
36	37	270	480
37	38	228	220
38	39	187½	460
39	40	143	240
40	41	165½	280
41	42	165	220
42	43	179	400
43	44	147½	330
44	45	176	240
45	46	176	690
46	47	116	550
47	48	134	210
48	49	126	610
49	50	128	210
50	51	140	380
51	52	144	350
52	53	130	200
53	54	103½	320
54	55	149	445

South.—From station No. 55 the demarcation line runs in South-West direction to reach the station No. 57, a distance of 720 links by passing through the middle station No. 56. Then it runs North-West Direction to reach the station No. 58 to a distance

of 550 links. Then runs in nearly Northern direction to station No. 59 to a distance of 320 links. Again runs in North-West direction to station No. 61 to a distance of 725 links passing through the intermdiate station No. 60. Thence it runs in South-West direction to reach the station No. 63, a distance of 480 links. Then it runs North-West direction to reach station No. 63, a distance of 340 links From there it run in almost Western direcion to reach the station No. 64, to a distance of 415 links. Then it runs in South-West direction to reach the station No. 65, to a distance of 850 links. Thence it runs almost Southern direction to reach the station No. 66 a distance of 1000 links. From there it runs in South-East direction to reach the station No. 67, to a distance of 670 links. From there the line runs in North-West direction to reach the station No. 68, a distance of 800 links.

The bearings and distances from station to station are as follows:—

Station Numbers		*F. bearings*	*Distances*
From	*To*	*in degrees*	*in links*
55	56	244	260
56	57	247	460
57	58	311	550
58	59	294½	385
59	60	351	320
60	61	312	840
61	62	245½	480
62	63	333½	340
63	64	264½	415
64	65	240	850
65	66	182½	1000
66	67	152	670
67	68	287	800

West.—From station No. 68, the demarcation line runs almost Northern direction to reach station No. 69, a distance of 1100 links. Then it runs in North-West direction to reach the station No. 70 a distance of 550 links. Thence it runs in nearly North-East direction to reach station No. 71 to a distance of 600 links. Then

runs in Eastern direction to reach the station No. 72 a distance of 1000 links. Again it runs North-East direction to reach the station No. 73 to a distance of 300 links. From there it runs in North-West direction to reach the station No. 77, a distance of 2410 links by passing through the intermediate station No. 74 to 76. Thence it runs in North-East direction to reach the station No. 78 to a distance of 275 links. Thence it runs in Northern direction to reach the station No. 79 to a distance of 580 links. Thence it runs North-East direction to reach the station No. 80 to a distance of 290 links. The demarcation line runs in nearly Western direction to reach the station No. 81 to a distance of 250 links. From there it runs in North-West direction to reach the station No. 82 to a distance of 685 links. Thence it runs in North-West direction to reach the station No. 84 to a distance of 1370 links by pasing through the middle station No. 83. Again it runs in almost Northern direction to reach the station No. 85, a distance of 380 links. From there it runs in North-East direction to reach the station No. 87, a distance of 850 links by passing through the intermediate station No. 86. Thence it runs in North-West direction to reach the station No. 89, a distance of 870 links by passing through the middle station No. 88. From there it runs in Northern direction to reach the station No. 90, a distance of 350 links. Again it runs in North-West direction to reach the station No. 91, a distance of 390 links. Atlast the line runs in nearly Northern direction to reach the station No. 0, a distance of 275 links, which the starting point of the block.

The bearings and distances from station to station are as ollows :—

Station Numbers		*F. bearings in degrees*	*Distances in links*
From	*To*		
1	2	3	4
68	69	3½	1100
69	70	338½	550
70	71	68½	600
71	72	81½	1000
72	73	45½	300
73	74	328	790
74	75	333½	785
75	76	337	355

1	2	3	4
76	77	323	480
77	78	60	275
78	79	1½	580
79	80	330½	290
80	81	278	250
81	82	344	685
82	83	320	680
83	84	320	690
84	85	356½	380
85	86	39	360
86	87	28	490
87	88	326½	480
88	89	302	390
89	90	½	350
90	91	315½	390
91	0	352	275

Starting point of the Block.

Right of ways—

A cart track enters the block in between cairn No. 24 and 25 and comes out in between cairn No. 32 and 33 and another branch of the above cart track comes out in between Cairn No. 80 and 81 and joins the Main Road.

Other Privileges—

(*a*) Free grazing of cattle by the villagers.

(*b*) Free removal of green manure leaves for bonafide use by the villagers.

(*c*) Free removal of dry fuel for bonafide use by the villagers.

(*d*) Free removal of Muligrass for bonafide use by the villagers.

By Order and in the name of the Governor of Karnataka.

B. A. Gowda,

Under Secretary to Government,
Agriculture and Forest Department.